

Funding the State Transportation Improvement Program

House Select Committee on Strategic Transportation
Planning and Long Term Funding Solutions

July 25, 2016



FISCAL RESEARCH DIVISION
A Staff Agency of the North Carolina General Assembly

Highway Trust Fund Overview

Revenues (FY 2016-17)

Motor Fuel Tax \$517 M	Highway Use Tax \$707 M	DMV Title Fees \$144 M	Interest \$2 M	Federal Funds \$1.1 B
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State Revenue Expenditures (FY 2016-17)

Administration \$35 M	STI \$1.2 B	Debt \$61 M	Turnpike Authority \$49 M
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Revenue Changes and Forecast

- FY 2016-17: Additional \$32 million
- Forecasted Revenues (Growth Included in Current STIP)
 - + Motor Fuel Tax Revenues
 - + Highway Use Tax Revenues
 - + DMV Title Fee Revenues
- Other Factors Imbedded in Current STIP
 - + Transition Projects will be Completed
 - + Reduction in Bond Repayment and Bond Interest
- Future Transportation Bond
 - Which Projects are Selected?
 - Debt Repayment Usually Comes from HTF – Reducing STI Funding

Data Driven Project Selection

(STI)

Strategic
Transportation
Investments Act
(STI)

S.L. 2013-183

Eliminated
Equity Formula

Prioritization Office

Convene Workgroup
for Prioritization 3.0 to
Develop Methodology
Locals Submit Projects
DOT Assigns
Quantitative Scores
MPO/RPO/Division
Engineers Assign
Local Input Scores

STIP

State Transportation
Improvement Program (STIP)
Required by Federal Law

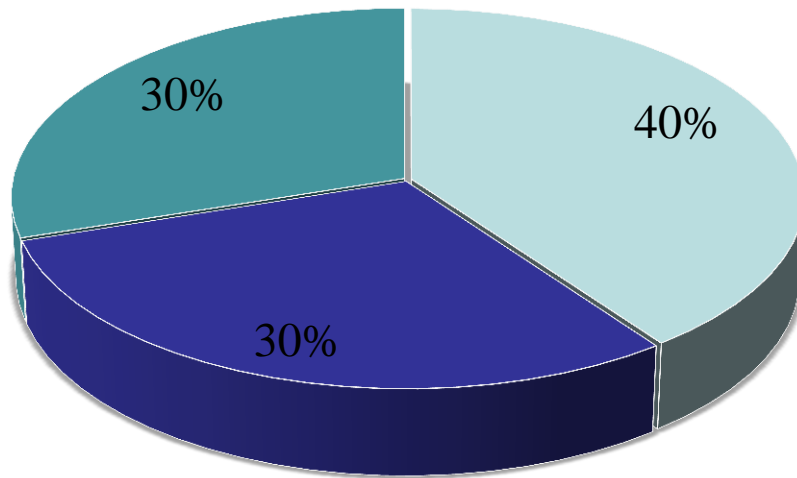
5-year “Delivery STIP”

10-year plan

STI/P3.0 used to fully develop
2016-2025 STIP

P4.0 will develop portions of
2018-2027 STIP

STI



- Statewide Strategic Mobility Projects - 40%
- Regional Impact Projects - 30%
- Division Needs Projects - 30%

Where Does \$32 Million Go?		
Statewide	Regional	Division
\$12,800,000	\$9,600,000	\$9,600,000

Prioritization 3.0

	Database	Programmed	%
Highway	1731	429	24.8%
Non-Highway	1224	142	11.6%
Aviation	495	56	11.3%
Bike/Pedestrian	461	72	15.6%
Ferry	16	1	6.3%
Public Transit	221	8	3.6%
Rail	31	5	16.1%
Total Number of Projects	2955	571	19.3%

2016-2025 STIP

- \$14.84 Billion
- \$70 Billion in Projects Submitted
- 19.3% of projects submitted were programmed
- \$2.7 Billion for “transition” projects reduced the number of new projects.

Transition Projects

FY16	FY17	FY18	FY19	FY20	FY21	FY22
\$1.0 B	\$813 M	\$460 M	\$185 M	\$97 M	\$85 M	\$48 M

STI

Exemptions (off the top) 2016-2025: \$4.4 Billion

Statewide 40%

2018-22:

\$3.45 B

2023-27:

\$3.86 B

Regional 30%

2018-22:

\$2.59 B

2023-27:

\$2.89 B

Division 30%

2018-22:

\$2.59 B

2023-27:

\$2.89 B

Prioritization 4.0

- Projects scheduled for Right-of-Way or Construction prior to 2021 are Locked In
- 4.0 Schedule
 - Quantitative Scores and Statewide Tier Programming Released in April 2016
 - Regional Tier Programming In Progress
 - Division Tier Local Point Assignment opens in August
 - Draft 2018-2027 STIP released in December 2016

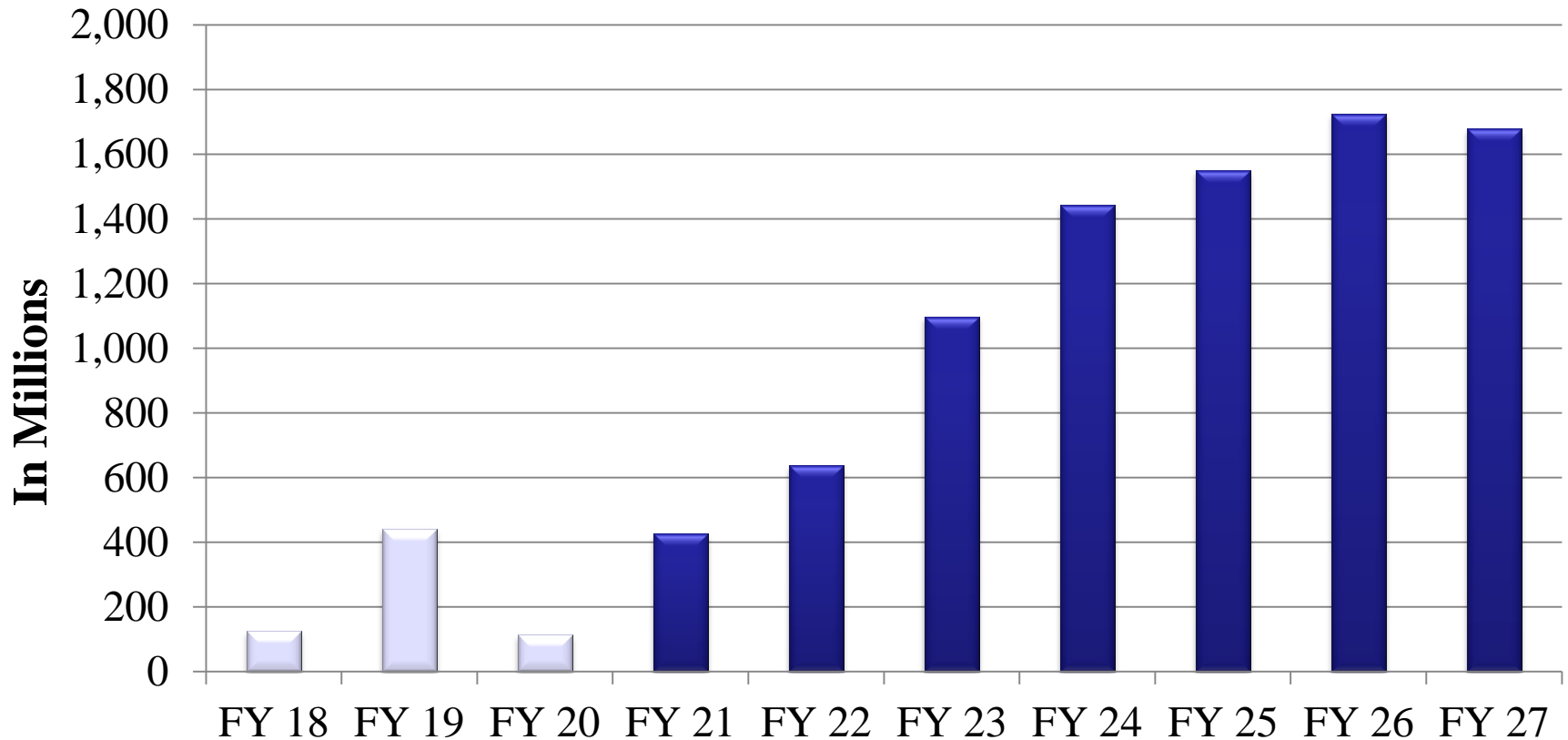
Prioritization 4.0

	Projects Submitted in 4.0	Average Cost Per Project	Total Cost
Highway	1,202	\$45.2 M	\$54.3 B
Non-Highway	727	\$5.9 M	\$4.8 B
Aviation	176	\$3.5 M	\$616 M
Bike/Pedestrian	358	\$1.3 M	\$465 M
Ferry	9	\$12.6 M	\$113 M
Public Transit	114	\$2.4 M	\$274 M
Rail	70	\$46.5 M	\$3.3 B
Total	1,929	\$29.1 MILLION	\$59.1 BILLION

What Does \$32 Million Fund?

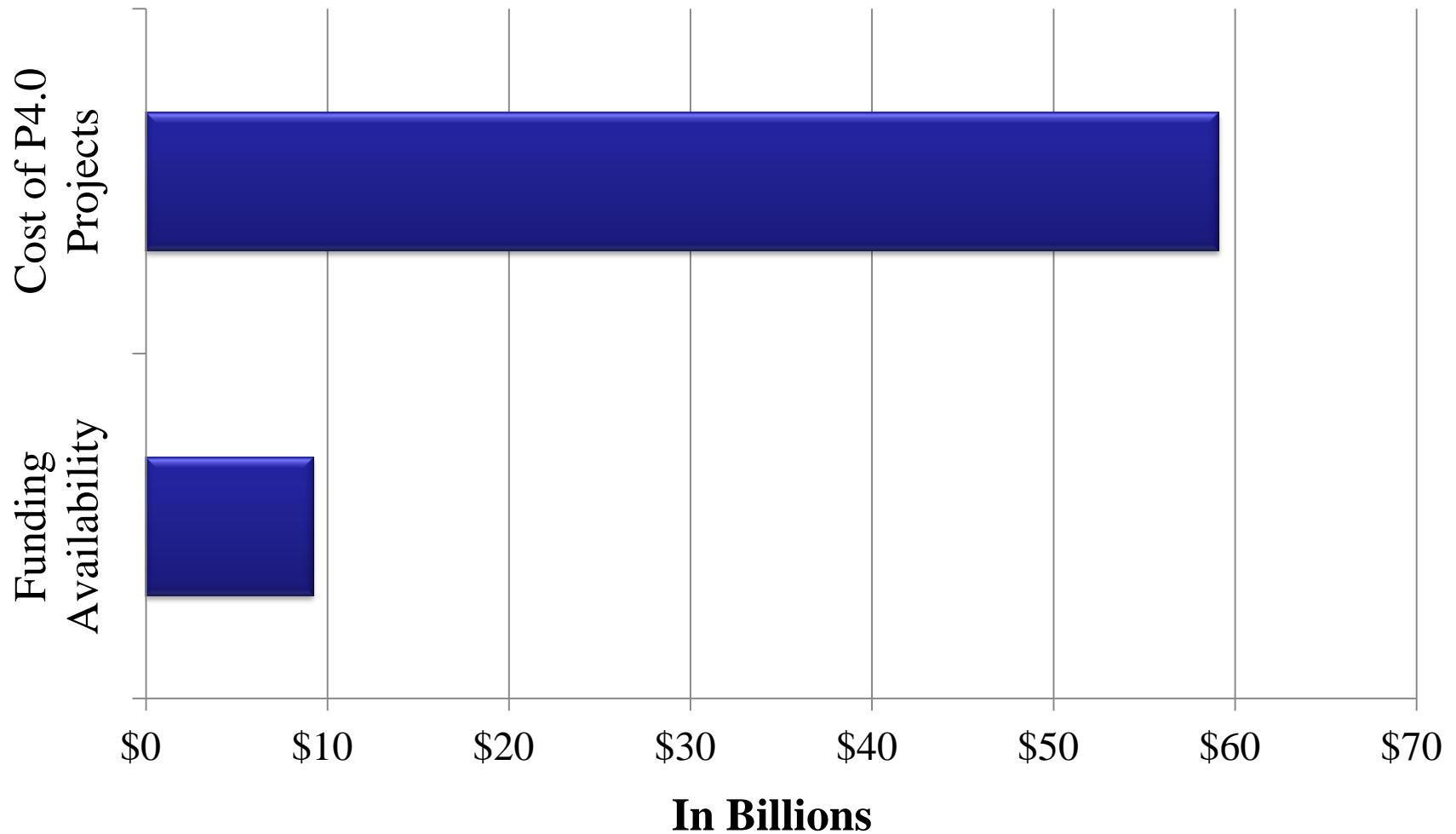
- 1/2 of 1 new location highway project, or freight rail project, or highway widening project
- 1 highway interchange or 2 highway modernization projects
- 9 aviation projects
- 13 bicycle projects or 44 pedestrian projects
- 58 public transit vehicles or 9 transit facilities
- 2 1/2 ferry projects

Funding Availability for Projects Scored in P4.0*



- **Assumes programming is 10% higher than forecasted revenues**

Is STIP Funding Sufficient?





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